

FILE

Repl by
22e

TAD-494.4
AC NO: 90-22B
DATE: 1/30/70



ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS)

1. **PURPOSE.** This circular provides updated information concerning the operation of Automatic Terminal Information Service (ATIS).
2. **CANCELLATION.** Advisory Circular 90-22A, Automatic Terminal Information Service (ATIS), dated October 9, 1968, is canceled.
3. **EFFECTIVE DATE.** This circular is effective March 15, 1970.
4. **REFERENCE.** Airman's Information Manual.
5. **BACKGROUND.**
 - a. For the past year, a pilot has not been required to inform the controller each time he receives ATIS information. Instead, controllers have assumed that the pilot has received it, unless he indicates otherwise, and have therefore not furnished certain information if it was contained in the ATIS broadcast.
 - b. Recently it has become apparent that pilots sometimes do not receive the latest information. We have, therefore, determined that it is necessary to revert to the former procedure whereby pilots inform controllers that they have listened to the ATIS broadcast.
 - c. It has also been determined that, irrespective of existing weather conditions, it is not necessary to repeat wind, ceiling and visibility, and altimeter setting if the pilot is known to have received them via ATIS. Changes classified as special weather observations, however, must be issued as soon as practicable and until they are included in an updated ATIS broadcast.

AC 90

FAA Form 1320-7 (2-68) SUPERSEDES FAA FORM 2890-7

Initiated by: AT-320

6. PROCEDURES.

- a. ATIS is the continuous broadcast of recorded noncontrol information in high activity terminal areas. Its purpose is to improve controller effectiveness and to relieve frequency congestion by automating the repetitive transmission of essential, but routine, information.
- b. Recorded ATIS messages contain an identifying phonetic alphabetic code letter and such routine information as ceiling, visibility, wind, altimeter setting, instrument approach, and runways in use.
- c. Messages are automatically broadcast on the voice channel of a TVOR/VOR/VORTAC located on or near the airport or on a discrete VHF control tower frequency. The messages are updated as necessary to keep the information current.
- d. Pilots should listen to ATIS broadcasts whenever ATIS is in operation and should notify controllers that they have received the broadcast by repeating the alphabetical code word appended to the broadcast. Example: "INFORMATION ECHO RECEIVED."
- e. When the pilot acknowledges that he has received the ATIS broadcast, controllers will not issue the following if current information on these items is contained in the ATIS broadcast. (Note: Weather changes classified as special observations will be issued as soon as practicable and until they are included in an updated ATIS broadcast.)
 - (1) To arriving aircraft:
 - (a) Specific traffic pattern information.
 - (b) Type of instrument approach to be expected.
 - (c) Runway in use.
 - (d) Surface wind.
 - (e) Ceiling and visibility.
 - (f) Altimeter setting.
 - (g) Field conditions.
 - (2) To departing aircraft:
 - (a) Runway in use.
 - (b) Surface wind.

(c) Altimeter setting.

- f. Controllers will issue pertinent information to pilots who do not acknowledge receipt of the ATIS broadcast or who acknowledge receipt of a broadcast which is not current.

7. CRITERIA. Federal Aviation Administration personnel will be guided by the following criteria in originating and updating ATIS messages:

a. General.

- (1) Every effort will be made to keep ATIS messages as brief and concise as practicable. Since notices to airmen (NOTAMs) can undesirably increase the length of the message, only those which affect the departure and arrival system will be included. Normally, an ATIS message will not exceed 30 seconds.
- (2) Each ATIS message will be identified by a specific phonetic alphabet code letter. Subsequent updated messages will be assigned succeeding alphabet code letters (BRAVO, CHARLIE, etc.); thus, the same alphabet code letter will not be used again until all code letters in the alphabet have been used sequentially.

b. Recorded Message Content and Sequence of Information.

- (1) Airport identification and message identifying phonetic alphabet code letter.
- (2) Weather information (ceiling, sky condition, visibility, wind direction and velocity, and pertinent remarks).
- (3) Altimeter setting (optional).
- (4) Temperature (optional).
- (5) Instrument approach in use.
- (6) Landing runway/s.
- (7) Takeoff runway/s.
- (8) Pertinent NOTAMs and Airman Advisories.
- (9) Pertinent information unique to individual terminal area.

Note: Time checks and RVR information will not be included in ATIS messages, but will be issued to pilots in accordance with current practices. Also, whenever frequently changing weather conditions exist, the broadcast may contain the statement: "CEILING AND VISIBILITY WILL BE ISSUED BY APPROACH CONTROL" instead of the ceiling and visibility elements.

Example:

"THIS IS WASHINGTON NATIONAL AIRPORT INFORMATION ECHO. CEILING MEASURED TWO THOUSAND, OVERCAST, VISIBILITY SIX, SMOKE. WIND ONE SIX ZERO DEGREES AT FIVE. ALTIMETER TWO NINER NINER TWO. VOR RUNWAY ONE FIVE APPROACH IN USE. LANDING RUNWAY ONE EIGHT. DEPARTURES ON RUNWAY ONE FIVE. NOTAM, GEORGETOWN RADIO BEACON OUT OF SERVICE UNTIL FURTHER NOTICE. INFORM WASHINGTON APPROACH, GROUND CONTROL OR TOWER ON INITIAL CONTACT THAT YOU HAVE RECEIVED INFORMATION ECHO."

c. Updating ATIS Messages.

- (1) A regular hourly weather report differs from the previous ATIS broadcast.
- (2) A special weather report is issued.
- (3) The type of instrument approach is changed.
- (4) Takeoff or landing runways are changed.
- (5) Other information in the previous ATIS broadcast is changed.

8. IMPLEMENTATION. A listing of locations currently providing ATIS, hours of operation, and frequencies of voice outlets is contained in the Airman's Information Manual.
9. PILOT PARTICIPATION. The success and effectiveness of ATIS are largely dependent upon cooperation and participation of airspace users. Pilots are urged to cooperate in the ATIS program since it relieves frequency congestion on approach control, ground control, and local control channels. Industry groups are similarly requested to publicize the revised procedures outlined in this circular.


William M. Flener, Director
Air Traffic Service